

NIGHT EXTRA
5TH. EDITION

CRIES OF
THE DYING
HEARD FOR
ONE HOUR

Officer in Lifeboat That
Would Have Held Many
More Did Not Turn Back
for Fear the Drowning
Would Swamp His Craft.

WASHINGTON, April 23.—Admitting that the listboat which he commanded was not a "great big ship," the 35-year-old person than the forty-five who was offered into it on board the doomed ship, told the Senate Committee at the hearing today that he held the boat off while the ship was being hoisted.

In his story, and was disturbed by his passengers from going to their aid "for fear that they would swamp the boat," lowered his voice as he told how for an hour he heard the groans and cries of the survivors.

Overcome by the nervous strain of his examination, J. H. Bosball, Fourth Ohio Senator, was taken to the hospital by the witness stand when the Senate committee resumed its inquiry, and Third Ohio Senator, J. H. Bosball, was taken to the hospital.

The investigation continued without the great audience that yesterday hampered the testimony of the survivors, and the survivors' testimony was taken to the Senate to suffocation.

Today the hearing was moved into the Senate chamber, and the survivors' testimony was taken to the Senate to suffocation.

The fourth floor of the Senate office building, and only the committee, the persons directly connected with the disaster, and the relatives and friends of the Senatorial investigators.

TODAY'S LINEUPS

BOSTON.	WASHINGTON.	BOSTON.	BROOK.
Cooper, r.f.	Moeller, f.	Sweeney, 2b.	Moran, r.f.
Edwards, 2b.	Foster, 3b.	Campbell, c.f.	Danberry, 1b
Pecker, c.f.	Milne, c.	Miller, f.	Smith, 3b.
Reid, 1b.	Wright, c.	Wright, 1b.	Sherrin, c.
Hardner, 3b.	Flynn, 1b.	Rosner, 1b.	Dailey, f.
Levin, 1b.	Knight, 2b.	Spratt, s.s.	Downs, 2b.
Wagner, ss.	McLeide, ss.	DeLo, 3b.	Starks, s.s.
Wasson, ss.	Williams, c.	Killing, c.	Erwin, c.
Leotle, p.	Johnson, p.	Tyler, p.	Hell, p.

Woonsocket Woman
Turns Century Mark

rs. Mowry Retains Remarkable
Memory; Wears Glasses Only
When Knitting.

Miss Reynolds Mowry, widow of Spencer Mowry, has reached her 100th birthday. Congratulatory messages poured in upon the old lady at her home, No. 546 South Main street, and many callers extended their congratulations.

Among the letters of congratulation received was one from Rev. Robert Stuart McArthur, president of the Baptist World Alliance, which Rev. George F. Peckham, pastor of the First Baptist

Nearly 4,000 delegates from all Ireland were gathered in the great Mansion House when the convention opened.

PARLING MAY ACT IN

A motion was filed in the United States District Court today by the Federal government asking for the appointment of General Charles K. Darling to act as examiner in the taking of the testimony in the case of the late Senator Joseph R. Mo

tion of the United Shoe Machinery. The matter will be acted on in a few days. The government claims that the United Shoe Machinery Company is a monopoly in violation of the Sherman Act.

**FIRST AUTO OF ITS
REACHES WOLFBORO**

WOLFBORO, N. H., April 23.—The first automobile to come over the road from

Parsons of Lynn. The trip of 115
des was made in eight hours. Four
des were consumed in the last twenty
des where the car sunk to the sales in
one mud.

1997

**MRS. GERAGHTY TO
PAY FOR WAGON SHE
SMASHED WITH AUTO**

Mrs. Geraghty and her sister-in-law were driving along at a moderate speed, when Murphy, driving at a rapid pace and on the left side of the road, turned a corner. His horse and the machine came together, with the result that the horse was scathed and lost two shoes, the harness was broken and the wagon damaged.

The Governor's Proclamation
The Commonwealth of
Massachusetts
BY HIS EXCELLENCY
EUGENE A. POSS
GOVERNOR

It is agreed with Chapter 22, Section 16, of the Revised Laws, I hereby set apart Siding Day, April 27, as Arbor Day.

If the practical observance of this day, the purpose of Massachusetts and making a valuable golden service. Trees should be planted and care bestowed upon those already set out. That is the most important one to make of Arbor Day, especially to classes of school children acting together, and to the citizens of substance, and our

-The Monthly Harvest Day For ~~24~~ Stamp Collectors-

30 Free Stamps To Start Book

In each new book, in addition to the usual 10, given to everyone within our Premium Parcel on Red Letter Day. Take as many as you like.

10 Red Letter Day ~~24~~ Stamps

Free each unfilled book presented at our Premium Parcel on Red Letter Day. Within 10 days the books run are new listing and prices.

In addition to the special Red Letter Day Stamps we will give, as usual, 24 Stamps with all your purchases.

Not more than 100 Free Stamps good in.

Wednesday—Mail Orders Should Be Mailed To Us Not Later Than Wednesday P. M.



Red Letter Day

Houses Dresses

\$1.50 House Dresses—Made of best quality percale and chambray; high, round or square neck, neatly trimmed with sailor collar or bias bands; 1 sleeve, with turned back cuffs, all sizes.

98c

Second Floor

Red Letter Day

White Goods

10c White Voiles—36 inches wide, for men's shirts	5c
10c White Cotton Crepes— 1½ yds. long	10c
15c to 12c Swiss Muslin—dotted and figured; 40 in. wide	7½c
15c White Seersucker Batiste— 32 inches wide, one short sleeve, untrimmed	12½c

Main Floor

Red Letter Day

Blankets and Comforters

\$1.00 Wool Finish Blankets—in white, blue, green, pink and brown; a good weight for winter; one vintage of 100 lbs. weight. 11 x 14 ft.	69c
\$4.00 Wool Wool Blankets— Heavy weight; warm; finished with fine blue, white, red and yellow fringe; made with extra fine wool; 11 x 14 ft.	\$2.95

Comforters—Full size, covered in softest down, \$69.95; half size, \$49.95; queen, \$79.95; king, \$89.95. All colors, designs.

\$1.50

Disinfectant

Red Letter Day

Groceries

Sunshine Sausages—(Free) from our own plant. No salt added. 1 lb. package, 10¢; 5 lb., \$4.95. The Sunshine Brand. In bulk, \$1.99 per 10 lbs.

Butter Tiles, the three packages for
21c

Lemons—Choice large
Navelas, doz...
22c

Hydrangeas—These popular
flowers, 1 doz...
35c

Jelly and Jam Assorted
Fruit Jellies, each one quart
Glass jelly, 1 qt. Jar...
10c

Coffee "Hots"—Spiced
blend, per Can. "Sunlight"
25c

Oranges-Cal. "Sunlight"
doz. doz. 100 and over...
8c

"Instant" Tapioca—Popular and
delicious. No cooking made.
In quantity, no soaking; per pack...
8c

Shrimp—Creole brand, in
1 lb. can...
10c

Time Your Furs Were In Cold Storage. Write or Telephone Oxford 2600 and Our Wagon Will Call—We Give  Stamps

Red Letter Day. Kitchen Furnishings, Etc.

Up to 75c Enameliware, second quality, including:

95c Glass Shelves—Pair	24c	2 and 3 qt. coffee pots.....	24c
55c	24c	1 qt. dish, plate.....	24c
	59c	1 qt. dish, plate.....	24c
		Square foot pans.....	24c
		\$175 Curtain Stretchers—A pair	98c

Spending Forks—Double-bladed, handle.....

2 and 3 qt. coffee pots.....

1 qt. dish, plate.....

1 qt. dish, plate.....

Square foot pans.....

\$175 Curtain Stretchers—A pair

98c

Spending Forks—Double-bladed, handle.....

BIG ACT HEADS | **SNAPPY SHOW** | **'HANKY PANKY'**

ON AT SHUBERT

[illegible][illegible]

list of other vaudeville acts.

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PROGRAM:
Overture, "Egmont" Beethoven
Symphony No. 6, "Pastorale" Tchaikovsky
Violin Concerto, "Festive" Mendelssohn
Waldstein "Marguerite" Liszt
Violin Concerto, "Egmont" Liszt
PRICES: Floor \$2.00, \$2.50, \$3.00, \$3.50, \$4.00
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2nd Balcony \$1.50 Seats New on Balcony

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BALLROOM, REVERE BEACH
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Podda's Orchestra—Steam Heat when required.

MISS SOPHIE BRANDT
With "Half Way to Paris" Pany
Chorus in Selected Solos
And Whirlwind Dancing Numbers

And From
LEW FIELDS'
ALL STAR
"Hanky Panky" Co.
(By Courtesy of Lew Fields, Mar-

Tremont Temple **APRIL 27th**
SAT. AFTERNOON 2:30 P.M.
Charles Dickens Festival
A Tribute to the Memory of the Great Novelist.

Mr. Mortimer Kaphan
will appear as Member, Frank Hove, soloist
Carole, Lillian and Grandfather, Pany, con-
sultants and story teller of scenes from
the famous illustrations by Howard Pyle
and others. **TICKETS 25c to \$1.00**

LOEW'S RPHEUM Centinense 5 A. M. to 11 P. M. VICTORIOUS VAUDEVILLE 15 - BIG FRATERS - 15 Tickets 10c, 15c, 25c	JOY LINE 2.40 BOSTON TO NEW YORK Via Day and Night House Managers - Ticket Office, 214 DASH and BUCKLEY Improved Service Boston
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The World in Review—and Good Fiction

MR. WILLIAM RANDOLPH HEARST desires to announce that he has lately acquired the magazine known as "The World To-day," and that beginning with the April issue this magazine will be published as HEARST'S MAGAZINE.

HEARST'S MAGAZINE will be conducted as a magazine of advanced and authoritative opinion, a forum for open and unprejudiced discussion of the dominant questions of the day; political, social, economic, financial, moral and ethical.

It will publish the best literature obtainable on two continents. It will publish the strongest fiction by the most noted authors, but even its fiction will appear with a purpose. This purpose will be the discussion in fiction form of the great questions that interest the great reading public of America and affect the progress of the world.

In the first issue of HEARST'S MAGAZINE the opening chapters of a novel by Winston Churchill appear. Winston Churchill, the author of "Richard Carvel," "The Crisis," "The Crossing," "Comiston" and other notable books, has in this new novel a story and a purpose that will catch and hold the attention of the American people.

In presenting American history and great American problems in fiction form, Mr. Churchill has succeeded as no other novelist has succeeded. "The Inside of the Cup," appearing serially in HEARST'S MAGAZINE, is Mr. Churchill's strongest, most ambitious work. It has been six years in preparation.

The expressive title of the novel, "The Inside of the Cup," is taken from the scriptural quotation:

"Woe unto you, scribes and Pharisees, hypocrites! for ye make clean the outside of the cup and of the platter, but within they are full of extortion and excess."

"Thou blind Pharisee, cleanse first that which is within the cup and the platter, that the outside of them may be clean also."

In addition to Winston Churchill's serial, the April number of HEARST'S MAGAZINE contains the first of "Behind the Beard," a series of short stories by David Graham Phillips.

These stories, the last written by Mr. Phillips before his death, are stories that every American who is interested in his country's welfare should read.

Charles Dana Gibson is illustrating Mr. Phillips's stories, and James Montgomery Flagg "The Inside of the Cup."

In the April issue of HEARST'S MAGAZINE appears also the first of a series of articles by W. Morgan Shuster on his personal experiences in Persia, "Shuster's Own Story." The first article is entitled "Cossack Rule in Persia."

Another feature of HEARST'S MAGAZINE in April is the "Rockefeller's of Ancient Rome," by Guglielmo Ferrero.

Believing that the modern world will profit by the mistakes of the ancient world, HEARST'S MAGAZINE has asked Dr. Guglielmo

Ferrero to point out the important parallels between ancient and modern history.

In the April issue he tells us that the private philanthropists and injunction granting judges are two modern American institutions that flourished in ancient Rome. The parallel he points out is the more remarkable in that it does not apply to modern Europe. We must go back to ancient Rome, according to Ferrero, for a parallel for the powerful though temporary bureaucracy that we have created in America.

Other contributors are Frederick Townsend Martin, Alfred Henry Lewis, Elbert Hubbard, Dr. Henry Smith Williams and Charles Edward Russell.

The aim of HEARST'S MAGAZINE is to make information easily assimilated, to instruct its readers while entertaining them. The reader therefore will find that every article in HEARST'S MAGAZINE is intensely interesting, no matter how important the question discussed.

HEARST'S MAGAZINE will constitute a liberal education to be acquired without effort.

The price of HEARST'S MAGAZINE, instead of being increased, is reduced from twenty-five cents to fifteen cents.

It is the purpose of the management to put this liberal education within the reach of the greatest possible number of thinking people.

The first issue of HEARST'S MAGAZINE is now on sale. You will find it at all newsstands—and the price is fifteen cents. Take it home with you.

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THE GERTZ COMPANY, NEW YORK CITY.

Baseball at Home and Abroad

Rain Outfits the Best Batters

October 1, 1912. National News Association

By Hal Coffman



JOHNSON MAY FACE RED SOX

Amateur Grapplers in Action Will Decide Mat Titles Tonight

HARVARD AND BATES MEET

Spitball Twirlers in Demand Freak Delivery Is Now Popular

PILGRIMS AND DODGERS TODAY

By JACK CONWAY

By DAMON RUNYON.

the delivery, but they are hardly the pitchers they were a few years ago.

RHOODELAN, April 23. The Pilgrims

Strike Plans for a
Star Campaign

Baldwin Loses the Verdict to Temple

Boxing Results

Best Are Not Yet Ready.

Tesreau a Coming Star.

COLLEGE-SCHOOL BALL GAMES TODAY

COLLEGE.

SCHOOL.

Saylor and Mandot
Meet Tomorrow

Young Donahue Is
Now Training Hard.

ICURE MEN

DR. KILLORY, 91

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Medical and Surgical

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HOW CLUBS STAND

AMERICAN LEAGUE

RESULTS YESTERDAY

GAMES TODAY.

NATIONAL LEAGUE

RESULTS YESTERDAY

GAMES TODAY

NEW ENGLAND LEAGUE

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GAMES TODAY.

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MEN'S SHOES

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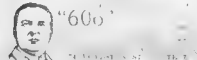
Dr. Hallock's
Remedies
Cure to
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Men's Diseases
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Roadway, modern 14-room home, hardwood
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 BUY A LOT on easy terms at the fastest
 rate in New England; my own tract of
 100 ft. front on the water. Ground, trees, cars,
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 VARELYY rentals \$1,002; price \$7,000, a
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 42-306-27 NORTH AVENUE, South Boston

[illegible][illegible][illegible]

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BOSTON AMERICAN

60 AND 62 SUMNER ST., BOSTON, APRIL 23, 1912
Largest Circulation in New England,
DAILY and SUNDAY.

To the Railroad Engineers and
Railroad Managers:

Your interest, your antagonism, your views are secondary—
THE PUBLIC COMES FIRST, REMEMBER THAT

There is serious talk of a great strike to tie up all the railroads. The engineers ask for an increase in salary. The railroad managers thus far have refused the increase.

On the side of the engineers it is threatened, and on the side of the owners it is believed, that there will be a strike tying up all of the railroads of this country.

It is not pleasant to contemplate such a strike or its consequences and this newspaper believes that public opinion should firmly impress upon both the engineers and the railroad owners the rights of the public in the matter.

There is something more important than railroad dividends, something more important than engineers' wages involved in this matter. The important thing is the public convenience and safety.

And the very important thing is the feeding of the great populations in the big cities.

It will not be tolerated that railroad owners or engineers should without fair argument expose the public to the outrageous inconvenience, the dangers, the privations, the interrupted incomes for all classes that a great strike would mean.

To the railroad owners we say this:
Discuss openly the questions between yourselves and the engineers. Let the public know what is demanded, WHAT you refuse and WHY you refuse. Give your reasons clearly—the public has the right to know them.

And to the engineers we say this:
You are powerful, strongly-organized men, and, as wages go in this country, fairly well paid.

If you are entitled to more, you ought to HAVE more, and we hope that you will get more.

But you and the railroad owners have got to consider the public. For it is the public that pays the railroad dividends.

Justice must be done. BUT THE PUBLIC MUST BE CONSULTED BY BOTH PARTIES INTERESTED.

The public keeps the railroads going, the public supplies the freight and the passengers and the good wages for the engineers.

Railroad management in this country has reached the stage in which the rights of the public and the right of the government (which means the people) to regulate have been recognized.

Interstate Commerce has been taken under government control. The laws say that the government has a right to declare how much the railroad shall charge for freight between one State and another.

If the government has the right, it also has the right to say how much the engineers shall charge per hour, per day and per month for carrying freight between one State and another.

The railroads are not permitted to increase their freight rates without government sanction—even when there is no talk of tying up the entire system, destroying business, putting hundreds of thousands of men out of work, and starving the big cities.

The government must be consulted before any Mr. Stone or anybody else talks about tying up the railroads of the country on two hours' notice because the demands of his men are not recognized.

The railroads do not belong to the engineers. THEY BELONG TO THE PUBLIC. That must be understood.

If the men are entitled to more, they must get more. If they are entitled to more, the railroads must pay more.

But it isn't for Mr. Stone to say yes or no, and then tie up the railroads.

And it isn't for the railroads to say yes or no, then sit back to watch a fight in which the public will be the victims.

The people of this State are tired of being made a football between employers on one side and employees on the other.

The ordinary peaceable citizen who pays his taxes all the year round and contributes to the payment of wages all the year round has a right to be heard—and he will be heard.

Ocean Steamships to Cross in Pairs,
This Suggestion Has Been Made
by Many Thoughtful Friends

Caution and Observation of Law Are the Main Things, However

Many friends in different cities have written to this newspaper suggesting that a remedy and a precaution in connection with disasters at sea would be a law or a voluntary arrangement by the steamship companies, providing that the ships should cross IN PAIRS.

This undoubtedly would be feasible and reasonable. More than one ship leaves port at a time. It could be arranged so that the ships of high speed would keep together—not more than twenty miles apart—on the voyage over, and the ships of lesser speed could keep together likewise.

Thus close together, each could readily communicate with the other by wireless distinctly and easily, regardless of outside interruptions in case of danger.

The idea is a good one undoubtedly, and one that should receive attention.

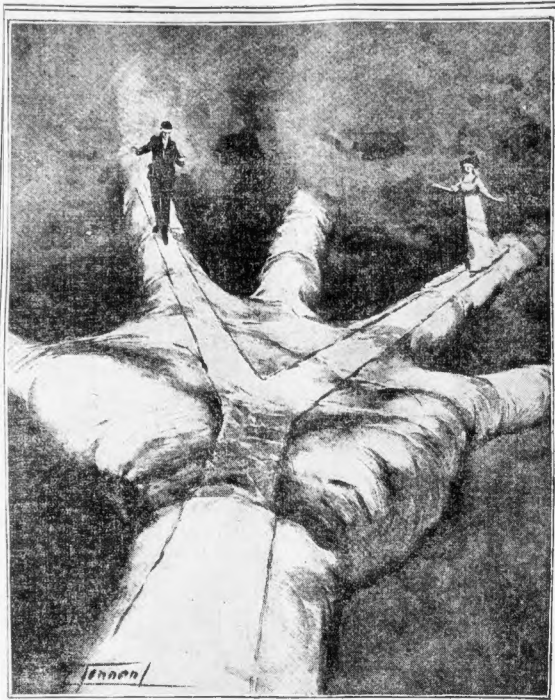
But, more important than any other thing at present IS OBEYANCE OF LAW AND COMMON DECENCY.

The ships must not race through fog, among icebergs, in water so cold that its temperature tells the ice is near.

The ships must not be sent to sea without lifeboats and rafts sufficient for all the passengers.

And boats that ARE carried must not, like those under the management of the White Star Line, be sent to sea with plugs out of the bottom, as in one case, or without any provisions in the ships for passengers, as in the case of all those boats.

CAUTION on the part of captains and steamship companies, instead of rivalry and reckless speed. Respect for human life and lifeboats sufficient—these are the remedies.



"A Pictorial Allegory," by Dudley Tennent, from The LONDON TATLER, March 27, 1912.

Among All the Perils of the Deep None Is So
Unconquerable as the Iceberg

Those That Threaten the Atlantic Liners Nearly All Have Their Home Ports
Among the Fiords of Western Greenland, and the Total Annual Ton-
nage Is Estimated at a Thousand Million Tons

By Garrett P. Serviss

While a collision keeps away from the coast, who are seeking a "second" sometimes take the chance and brave the danger.

Once launched there is no way in which man can destroy an iceberg, only the slow action of the sun and the sea water can do that. It cannot be blown up, it cannot be broken to pieces, it cannot be steered away into another course, it cannot even be approached with safety. Its enormous frozen mass calls the air "icebergs." Icebergs often come in company, and a ship may find itself suddenly involved in a whole fleet of them, some with towering "fingering tops," and some running about as if they were mad.

There is no regularity in the setting out of Greenland's destroyers. In some seasons the icebergs are relatively few and small; in other seasons they come flooding down by thousands. Reports from ships fresh practically the only source of warning to mariners. If it were possible to establish observing stations in the North, more effective warning might be given.

Greenland is a mystery. The existence of its vast ice mass at that distance from the Pole is unexplained. It is not only for its annual fleet of icebergs that Greenland interests the sailors of the world, but for the relative coldness of the Eastern part of America is largely due to the ice presence of Greenland. Remove it or strip it of its frozen burden, and a rise of several degrees in the mean temperature of this part of the world would most likely be experienced. There is evidence that Greenland has not always been limited by its ice sheet, but we do not know. It might properly call attention of nature's ice sheet to the fact that it is a very real danger, and the only way to avoid it is to steer clear of it; or, if we will face its dangers, then to be prepared with the means of saving every life that our civilization endures. When a faster ship is built it might be to the benefit of its owners. We can now take you across the sea, by a safe route, in the case time that the other ships require in crossing the ocean of the "icebergs."

Dorothy Dix
Writes

—OF—
The Line of Fate
and What It
Means
—AND—
The Destiny That
Guides Us in
Success or
Failure

By Dorothy Dix

THE question of how far we are individually responsible for our destinies, for our successes or failures, our happiness or misery, is one that neither science nor experience has ever answered.

The fortunate avail out their chests and boldly proclaim: "I am the master of my fate. I am the captain of my soul." They point to their achievements as the result of their own energy, the reward of their superior judgment and action. They scoff at chance and say that a man is his own luck, and that he stands or falls according to his own will.

The unfortunate blame an Evil Star for their Failures

The unfortunate, the unsuccessful—the derelicts of life—cry out on the other hand, that they are not to blame for their failures, that they were born under an evil star, and some malign power rules their days and brings their every effort to naught. Their labor is barren of results. Their struggles fruitless. Their sacrifices vain. Opportunity never knocks at their doors. Happiness passes them by. They seem to have the curious property of attracting evil to themselves, as others draw good about them.

And who shall judge which of these two contentions is right? Who shall say whether we are the puppets of fate or its masters? Does not life begin in the greatest gamble on earth? Is not luck mothered in the cradle?

Two children are born the same moment, of the same parents, as nearly alike as humanly possible. No eye can discern any material difference between them, but in the little hairless scalp of one is a brain that will make him a great writer, a great general, a great statesman, a great diplomat, while the other little head contains only a feeble intellect that will never be able to think clearly or to do anything more than grasp a few elemental facts.

The wall of two newborn babes heralds their coming into the world. To the physician, to the nurse, to the mother, they sound exactly alike, but one of them comes from the throat of a Cervus and the other from the throat of one who will never be able to carry a tune.

The Great of the World Selected Before Their Birth

Chance settled before they were born who were to be the Kings, the emperors, the Popes, the Rockefellers, the Carnegies. It was luck, and not peculiar fitness that put the crown on the head of the King of England and the Czar of Russia and made Franz Joseph emperor of Austria and Emmanuel King of Italy.

And which of us, looking back upon our own lives, does not marvel at the part that luck—fate—chance—call it what you will—the result power that somebody seems to rule our utmost effort, has had upon our destiny. You saunter purposefully down a street, an idle thought to the right and the left, and lo! a path that leads you straight to fortune, or an equally meaningless wrong to the left takes you straight to destruction. You seek in vain for a publisher for your book, or a manager to produce your play, or a capitalist to back your scheme or exploit your invention, and by chance you bump into a stranger man on the street corner, or sit next to him at dinner, or smoke a cigar with him on the train, and you find in him the good angel that opens the door to success to you.

We cannot depend on luck alone for success. We must also work and strive, but beyond industry, beyond intelligence, beyond judgment, there is also the element of chance and fate, the something in human life that lies on the knees of the gods and is given to us, or withheld, in accordance with the whim or the pleasure of the Power that rules our destiny. And against this decree our tears and our prayers avail not.

The idea of this omnipotent power of fate that holds us in the hollow of its hand has been most beautifully and graphically portrayed in the picture at the top of this page. Look at it. Study it. Observe the great muscular life rising out of the void of darkness—the unknown that surrounds life. See the diverging lines of fate that meet in the great life line. Take heed of the tiny human beings, the man and woman, blindfolded, who, starting from different directions, perhaps having different ends in view, stumble along until their paths meet.

So are marriages made. So is the race perpetuated. So do men and women come into the world of happy marriages or the purgatory of unhappy ones. They follow the line of fate.

Chance or Destiny Also Plays a Part in Matrimony

If you ask a man why he married the particular woman he did, he will probably tell you that he loved her, or at least he thought he did when he asked her to be his wife. If you ask him why he loved her, or imagined he did, he cannot tell you. None knows of ten she isn't all the type of woman he had always intended to marry. Generally he had a notion at all of marrying when he did. She had no particular beauty, no special charm to attract him more than other women, but suddenly the line of fate brought them together, and for want or was the life was cast.

We who believe in love and romance believe that every soul has its counterpart, every heart its true affinity, every man and woman their real mates. Sometimes time two, starting from the ends of the earth, maybe, come together, though they must cross seas and continents and break down all the barriers of caste and wealth on the way. That is when the gods are kind. But the pity of it is that the right two do not always meet. The line of fate is not always in matrimony, any more than in the road that leads to happiness, and perhaps no little excuse can be offered for the domestic failures that result from the wrong meeting in the crash of destiny, through which they stumbled hithered, the man and woman, in the picture, not knowing whether they went, nor when they were to meet, nor the nature of the high gods in deciding their lots. It was Klismet.

THE VOYAGERS

By William F. Kirk

THEY listened to wondrous music
In rooms that were planned for Kings,
Beautiful notes from beautiful throats,
Sung at a songbird's song.

They revelled in baths of marble
Like the baths of ancient Rome.
'Twas a wondrous trip on a wondrous ship—
The ship that never came home.

Music and baths and splendor!
But where are the noble men
Saying goodbyes with glistening eyes
That never shall glisten again?

They called it a floating palace,
And they found it a funeral urn,
Crowded by Fate with her freight—
The ship that can never return.